What Is Claimed Is:

1. A motor vehicle having a hybrid drive, comprising an internal combustion engine having an engine management system and further comprising at least one speed-controlled electric machine which is coupled to a drive shaft of the internal combustion engine during idling,
wherein during idling, the engine management system (48) controls the internal combustion engine (10) in open or closed loop as a function of power demands of an electrical system (34) of the motor vehicle.

2. The motor vehicle as recited in Claim 1, characterized by devices (24, 38, 40, 44) for determining the power demands of the vehicle electrical system (34) during idling.

3. The motor vehicle as recited in Claim 2, wherein the devices (24, 38, 40, 44) for determining the power demands of the vehicle electrical system (34) during idling include devices (44) for measuring the terminal voltage and/or for determining the state of charge of a battery (26) of the motor vehicle.

4. The motor vehicle as recited in Claim 2 or 3, wherein the devices (24, 38, 40, 44) for determining the power demands of the vehicle electrical system (34) during idling include devices (38, 40) for detecting turned-on loads (28, 30, 32) and for adding up the nominal power of the turned-on loads (28, 30, 32).

5. The motor vehicle as recited in one of Claims 2 through 4, characterized by a precontrol (52) for converting the power demands of the vehicle electrical system (34) during idling into a desired or setpoint torque (MW, MW1) of the internal combustion engine (10).

6. The motor vehicle as recited in one of Claims 1 through 5,

characterized by devices (46) for measuring the power output of the electric machine (22).

7. The motor vehicle as recited in Claim 6, characterized by a device (38) for comparing a power output of the electric machine (22) calculated from the power demands of the vehicle electrical system (34), and the measured power output of the electric machine (22).

8. The motor vehicle as recited in Claim 7, characterized by a slow controller (54) for possible adjustment of the desired or setpoint torque (MW, MW2) of the internal combustion engine (10) according to an output variable of the comparator device (38).

9. A method for idle-speed control of a hybrid drive of a motor vehicle having an internal combustion engine and at least one electric machine which is coupled to a drive shaft of the internal combustion engine during idling; a predetermined idling speed of the internal combustion engine being adjusted or maintained during idling with the aid of the speed-controlled electric machine, wherein during idling, the internal combustion engine (10) is controlled in open or closed loop as a function of power demands of an electrical system (34) of the motor vehicle.

10. The method as recited in Claim 9, wherein the power output of the internal combustion engine (10) is adjusted to an instantaneous power demand of an electrical system (34) of the motor vehicle.

11. The method as recited in Claim 9 or 10, wherein a setpoint torque (MW, MW1) of the internal combustion engine (10) is determined as a function of the power demand of the vehicle electrical system (34), and an injection quantity, an air quantity and/or an ignition angle of the internal combustion engine (10) are adjusted according to the determined setpoint torque (MW, MW1).

12. The method as recited in one of the Claims 9 through 11,

wherein a power output of the electric machine (22) required for meeting the power demands of the vehicle electrical system (34) is calculated and used to determine the setpoint torque (MW, MW1) of the internal combustion engine (10).

13. The method as recited in Claim 12, wherein the calculated power output is converted to the desired or setpoint torque (MW, MW1) via a precontrol (52).

14. The method as recited in Claim 13, wherein the precontrol (52) is essentially made of a characteristics map to be applied, in which the engine temperature and/or the rotational speed of the internal combustion engine (10) is/are taken into account as a further input variable (E).

15. The method as recited in one of the Claims 11 through 14, wherein the power output of the electric machine (22) is measured and compared to the calculated power output.

16. The method as recited in Claim 15, wherein in case of a deviation of the measured power output of the electric machine (22) and the calculated power output of the electric machine (22), the setpoint torque (MW, MW2) is slowly increased or reduced.

17. The method as recited in one of the Claims 9 through 16, wherein to determine the power demands of the vehicle electrical system (34), the terminal voltage and/or the state of charge of a battery (26) of the motor vehicle is/are measured, and a current intensity suitable for charging the battery (26) is possibly taken into account.

18. The method as recited in one of the Claims 9 through 17, wherein to determine power demands of the vehicle electrical system (34), the on-state of loads (28, 30, 32) of the vehicle electrical system (34) is queried, and the

nominal power values of the turned-on loads (28, 30, 32) are added up.